

STOP PRESS TELEGRAMS.

LONDON UNIVERSITY.

THE NEW SCHOOL OF ECONOMICS.

London, May 28.  
H. M. the King, accompanied by H. M. the Queen, laid the foundation-stone of the new School of Economics, in connection with the London University, in Clara Market, Clement's Inn. The project has received substantial support from London merchants, while the trustees of Sir Ernest Cassel have donated £300,000 and the Lord Mayor, on behalf of the City, is to-day donating a further £50,000.

Replying to an address of welcome, His Majesty paid a tribute to the response of the Universities to the call of war and the brilliant contributions of science to modern warfare. He emphasised that the London decree was valued far beyond the British Isles, the advantages afforded by the resources of the Metropolis giving the University a unique influence in the education system of the Empire.

HARD COURT TENNIS.

A JAPANESE VICTORY.

Paris, May 25.

In the Hard Courts Tennis Championships Singles, Shimizu beat the well-known Rumanian, Misu, by 75, 48, 64, the latter abandoning the match at this stage. Shimizu's victory was unexpected.

The match is regarded as interesting in showing the progress of tennis in the Far East. The famous French Champion, Gobert, told Reuter that "that Japanese would worry me a lot. He has no style, yet he gets balls back most unexpectedly."

AMERICA AND THE LEAGUE.

AMBASSADOR DAVIS ON THE SUBJECT.

London, May 26.

The American Ambassador, Mr. Davis, addressing the International Law Conference, which is meeting at Portsmouth, urged that American differences regarding the League of Nations should not be taken as evidence of the unwillingness of the United States to join the free peoples of the world in establishing just rules of international conduct. He argued that the advance of International Law had been obstructed by two diametrically opposite schools of thought, namely, the extreme Nationalists and extreme Internationalists.

Referring to the question of Maritime Law, which is included on the agenda of the Conference, Mr. Davis declared that German unrestricted submarine warfare not only violated all recognised canons of the law of nations but the immemorial rule of the sea itself, which gave every ship in distress a right to assistance.

CO-OPERATIVE CONGRESS.

THE GOVERNMENT CONDEMNED.

London, May 26.

The Co-Operative Congress at Bristol has condemned the failure of the Government effectively to control the coal trade and has demanded a capital levy on fortunes over £1,000.

Lord Haldane, addressing the Congress, urged the State to facilitate higher education for adult workers. The scheme might cost £1,000,000 annually but the results would place us in advance of any nation.

EXCESS PROFITS TAX.

RELIEF NEEDED IN SOME CASES.

London, May 26.

A meeting of the Liverpool Cotton Association passed a resolution accepting the Excess Profits Tax, but urging Mr. Chamberlain to give relief to firms having a low pre-war average or which have begun business since 1914.

HEAT WAVE IN ENGLAND.

London, May 26.

Southern England is sweltering in a heat wave. The temperature in London is 85 degrees. There are over one thousand cases of prostration. Heavy thunderstorms and floods have occurred in the provinces.

FRANCO-BELGIAN MILITARY ALLIANCE.

Paris, May 26.

Negotiations for a Franco-Belgian military alliance are progressing most favourably.

THE PREVENTION OF PROFITEERING.

London, May 26.

Mr. McCurdy has appointed "a Fair Trading Council" to prevent profiteering in the fruit and vegetable industry.

MORE TROOPS FOR IRELAND.

London, May 26.

The *Daily Mail* says eight more battalions have been ordered to be in readiness for Ireland, where there is now a total of over 40,000. An Army Order provides for the re-enlistment of a hundred men each by thirty regiments, for service in the United Kingdom.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

YANGTSE SHIPPING INCIDENT.

CHINESE SOLDIERS BOARD AMERICAN STEAMER.

SHOTS FIRED FROM THE SHORE.

Shanghai, May 23.  
Advises have been received here to the effect that the American steamer Robert Dollar No. 2, whilst en route down the Yangtze from Chungking, was boarded at Wanshien by a hundred Chinese soldiers, who demanded two thousand taels.

Signals brought the American gunboat Palas to the scene and the soldiers fled.

The steamer proceeded on her course, passing the ports without discharging cargo or passengers, due to the menace. She was the target of a fusillade from the shore at Kwai-fu.

[On enquiry at the local offices of the Robert Dollar Company, we learn that the Robert Dollar No. 2 is engaged in running between Ichang, Hankow and Chungking—a new Yangtze service established by the Company. This is probably the first or second trip of the boat.]

REUTER'S TELEGRAMS.

THE ACCIDENT TO THE FRENCH PRESIDENT.

SATISFACTORY REPORTS AS TO HIS CONDITION.

Paris, May 25.  
President Deschanel, whilst travelling by rail to unveil a monument, had an accident. He opened the window of a sleeping compartment and was later found on the line. The President is slightly injured on the face and left leg. His condition is as satisfactory as possible and gives no cause for uneasiness. M. Millerand and Madame Deschanel went to Mont. Argis to see the President and came back to Paris with him last night.

The physicians at eight o'clock gave out a bulletin stating that the President was suffering from slight bruises and that his condition was as satisfactory as possible.

M. Millerand, in a statement to newspaper correspondents on his return to Paris, said:—"I have seen President Deschanel this afternoon. The doctors have found no lesion, but only some slight superficial bruises, while his arterial pressure appears normal. It is really a wonderful change that President Deschanel has escaped a fatal accident. All France will rejoice. The Cabinet meeting fixed for to-day will be held. After such a shock I have urged the President to take a little rest at Rambouillet, where the ministerial council can easily be held."—*Hearne*.

(Other Early and Special Telegrams on Page 2.)

AIRSHIP TRAVEL DE LUXE.

COMFORT AND CARDS ON FUTURE FLYERS.

The aerial liners of the future will be models of comfort, speed and safety, according to Air Commodore Maitland, of R34 fame, who addressed the Royal Society of Arts on "The Commercial Future of Airships".

Describing the accommodation which will be provided in the near future the lecturer, who is the head of the airship section of the R.A.F., said passengers would sit facing each other with a table between them. They could arrange the tables and chairs for bridge as they felt inclined. Sleepers would be provided in the shape of bunks which fold down.

"My experience up to date," said Commodore Maitland, "is that one sleeps uncommonly soundly in an airship. The whole of the passenger car will be heated by steam generated from the engine. It will not be necessary to restrict smoking any more than in a railway carriage.

155 PASSENGERS.

"A kitchen with at least as good accommodation as any railway restaurant car will be provided. The absence of vibration and noise and the almost complete absence of sea sickness are important considerations."

It is not generally realised that by fitting a different cabin the R34, the hero of the Atlantic flight, is capable of carrying 37 passengers, in addition to crew and petrol and a certain quantity of baggage and mails for a non-stop flight of 2,000 miles while the R38, which had been sold to America, can carry 105 passengers in comfort on the same conditions.

The R.X. a giant airship now under consideration, having a length of 740 feet and a capacity of 4,000,000 cubic feet, will be able to carry 155 passengers for a 2,000 mile voyage, or 70 passengers for 3,000 miles, at an average speed of 60 m.p.h.

COST COMPARATIVELY SMALL.

The cost of this is comparatively speaking, extremely small. Captain Ackland recently stated that aeroplanes can be reasonably operated at the rate of 10s. 6d. per ton mile. An airship of the R38 type can be operated at a cost of only 2s. 9d. per ton mile, including depreciation, station charges, wages, running costs, etc. This means that the airship can compete with rail and steamship companies on the same fare basis, while the airship can give a higher speed average and additional comfort.

Air-Commodore Maitland took the voyage to Egypt as an example. At present mails or passengers cannot do the journey under at least six days. The R38 would do the same journey in two days without a stop. First class passenger fare, by rail and steamer ranges from 45s to £50. By air passenger could be carried for £50, this fare giving profit of 15 per cent. Similarly the journey to India could be done with one stop, and the time reduced from 14 to 4½ days; the voyage to South Africa, with two stops, in six days instead of 19; and the voyage to Australia in 10 days, with three stops, instead of 25.

FRANCE PROHIBITS IMPORTS.

It is officially announced that with a view to improving exchange, the importation has been prohibited into France of 159 articles. They include clothing, jewellery, motor cars, aeroplanes, and typewriters.

THE UNIVERSITY.

THE RECENT RESIGNATIONS.

Many reports have been current lately regarding the resignations of Professors Brayshaw and Wright and another professor who recently joined the faculty of Arts on arrival here from Home.

The general impression appears to be that for economic reasons their resignations were influenced by the Commission of Enquiry recently appointed by the Governor to inquire into the finances of the University.

This impression has no foundation in facts, and to-day we were able to obtain from the Registrar of the University (Mr. Tressel Mackintosh) an official statement

which shows that the Commission in question has nothing to do with the decisions of the three Professors of the Faculty of Arts.

Particular emphasis was laid by Mr. Mackintosh on the fact that the Commission has not sat, and that the resignations of the two professors obviously could not have been the result of any action of the Commission.

No reasons were given or were asked for.

Mr. Mackintosh continued, when the resignations were handed in and accepted. Professors Brayshaw and Wright were due for sixteen months' leave and would have left for Home in any case.

The new professor who only joined the University staff recently has not entered into any agreement with the authorities, and as he expressed his intention to return to England his resignation was accepted along with those of the two other Professors.

As to the reasons for the resignations, Mr. Mackintosh expressed ignorance.

COMPANY MEETING.

PEAK TRAMWAYS CO. LTD.

The annual general meeting of shareholders in the Peak Tramways Company, Ltd., was held this morning at the Hongkong Hotel. Mr. D. E. Clarke, president and there were also present Mr. A. O. Lang, the Hon. Mr. Johnston, and Mr. A. S. Gubbay (Directors), Mr. G. Rapp (Secretary) and Messrs. J. A. Tarrant, W. Morley, M. S. Northcote, J. D. Humphreys, and J. M. Wong (shareholders).

The Chairman said:—Gentlemen,—The report and statement of accounts and auditors' report having been in your hands for the past week, I will, with your permission adopt the usual course and take them as read. Traffic receipts show an increase of £25,232.72 and the net profit for the year shows an increase of £8,773.15. The previous year's accounts benefited to the extent of £6,516.80 profit, on investment realised, whilst in the year under review no sales of shares took place. Turning to the debit side, you will notice costs and stores are £1,253.39 up, whilst maintenance and repairs are £3,290.55 higher. The increase in this account is part cost of work in connection with the retaining wall above Barker Road station which it was found necessary to erect owing to a landslide at the cutting at this point, during the heavy rains early in July. Wages are £3,382.15 up and there seems little likelihood of any reduction in this item in the future. Stations Crown Leaseshold Buildings you will notice are £3,909.78 higher than the previous year. This amount which was the cost of the new station at Barker Road was previously included under the heading "Regrading Line".

Shares in public Companies have been written down to the market price ruling on April 30th, and the "old" debenture Investment fluctuation Account.

I trust that the proposed transfer to Reserve Fund of £10,000 will meet with your approval.

The present engines and cars will in the near future have to be replaced so I am sure you will agree with me as to the advisability of building up this fund.

I do not think there is anything else in the account before you that calls for special comment, but before proposing the adoption of the report and statement of accounts I should like to place on record our thanks to the men of the Navy and Army who assisted us during the recent strike. Without their help we should have had to close down entirely. With these few remarks, gentlemen, I beg to propose that the Directors report and statement of account as presented be adopted.

After this has been seconded but before putting it to the meeting, I shall be pleased to answer to the best of my ability any questions shareholders may like to ask.

The motion was seconded by Mr. Northcote and the report and accounts were approved.

The Chairman moved and Mr. Morley seconded the re-election of Mr. J. Scott Harston, the Hon. Sir Paul Chater, Mr. A. O. Lang, the Hon. Mr. John Johnston and Mr. A. S. Gubbay as Directors.

The motion was unanimously carried.

On the motion of Mr. Tarrant

seconded by Mr. J. M. Wong, Mr. Bernard Brown and the Hon. Mr. A. R. Lowe were re-appointed auditors, at a remuneration of £150 each.

The Chairman moved and Mr. Johnston seconded the re-election of Mr. J. Scott Harston, the Hon. Sir Paul Chater, Mr. A. O. Lang, the Hon. Mr. John Johnston and Mr. A. S. Gubbay as Directors.

The motion was unanimously carried.

Mr. Chatham receives a personal non-pensionable allowance of £150.

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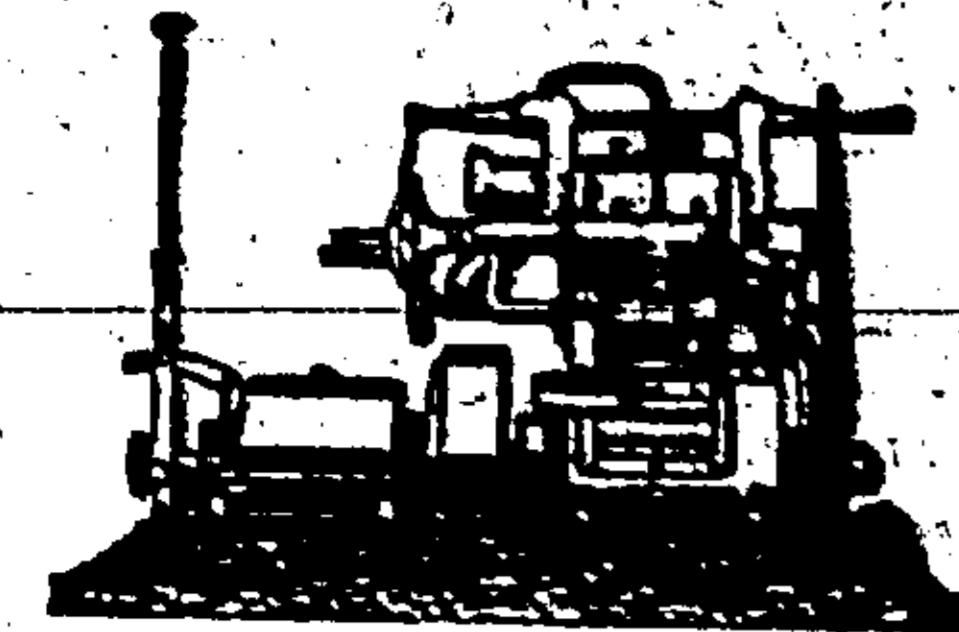
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The Chairman moved and Mr.

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## AMERICAN NEWS

Albany, May 18.—Governor Smith has vetoed the anti-saloon bills.

Washington, May 17.—The house failed by a vote of 170 to 157, to override the president's veto of the legislative, executive and judicial appropriation bill, carrying \$164,000,000.

Washington, May 18.—The house to-day disapproved a compromise with the senate on an amendment permitting the federalisation of the national guard; the army bill was then returned to conference.

Washington, May 14.—The To-ko representative to-day advised the department of commerce that although Japan continued to pile up an unfavourable balance, April showed an excess of imports over exports. Exports showed a decline for the first time this year. The exports were \$121,000,000 and the imports \$160,000,000.

Chicago, May 18.—A sensational break occurred in corn on the Chicago board of trade to-day. There was a rush to sell but there were no buyers and prices went tumbling down. The heaviest trading was in the July delivery which made an extreme fall of seven and one-half cents a bushel. There was also heavy trading in order options.

San Francisco, May 14.—Otto Praeger, second assistant postmaster general, told the delegates to the foreign convention that the number of nation colonies to which the United States sends parcel post matter has increased from 44 to 190 since 1913.

Washington, May 18.—Conferences which may develop important angles of the republican platform to be presented to the national convention, have been begun by the republican leaders, headed by Will H. Hays, chairman of the republican national committee and Ogden L. Mills, chairman of the new executive committee on policies and platform. The basis for the discussions will be completed by an elaborate trip through the country. The actual work of drafting the planks on the peace treaty and Mexico is progressing.

Washington, May 14.—Senator Read (Dem) of Missouri attacked President Wilson's league of nations proposition in the senate, and urged the adoption of the peace resolution. He declared that the president's telegram to the democrats of Oregon, asking unqualified support of the treaty was "autocratic and despotic."

Washington, May 14.—Herbert C. Hoover to-day declared that the price of sugar never could be fixed by the government or by man by jail threats. It must be governed by the business process of purchase and sale, he said, of the Cuban crop. The high prices are due to the cause of a world shortage, he declared. The purchase of the Cuban crop last January with government control and distribution, would have given the people 12½ cent sugar now instead of 25 cent sugar he said. He understood

the Louisiana crop was short and perhaps in justice to the growers higher prices were reasonable.

Washington, May 18.—Secretary of the Navy Daniels testified before the senate naval affairs committee that Senator Penrose, Rep of Pennsylvania, originated the criticisms contained in Admiral Sims' letter, in which he made charges of inefficiency against the navy department.

Secretary Daniels said Admiral Sims' highest earthly ambition was shattered when he was refused permission to accept the appointment as an honorable member of the British admiralty. The secretary said the appointment could not be accepted because it was un-American and the offer was not made to the representatives of the other allies.

FORTUNE OF £2,000,000. A fortune of £2,145,695 has been left by Mr. George Courtauld, of Cut Hedge, Gosfield, Halstead, Essex, lately a director of Messrs. Samuel Courtauld and Co., Ltd., crape and artificial silk manufacturers. Mr. Courtauld, who was a former High Sheriff of Essex, and Liberal M.P. for the Maldon Division from 1878 to 1885, died on Feb. 29, at the age of 90. The duties on the property will amount to over £800,000.

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## EARLIER TELEGRAMS

### THE PUNJAB TROUBLES

The report of the Hunter Committee on the Punjab disturbances consists of a majority report signed by the English members and a minority report signed by the Indian members. Except in the Jallianwala Bagh minor incidents, both English and Indian members generally agree in justifying the police and military firing and also agree in pronouncing unfavourably upon General Dyer's handling of the Jallianwala Bagh meeting and certain martial law orders and they exonerate the Indian Government of all blame. They differ regarding the nature of the disorders and the wisdom of martial law. The English members emphatically state open rebellion is the only suitable term and Indian members object to the term as implying the intention to turn out the British Government which was not the intention of the rioters. The English members consider martial law was justified and describe the Amritsar outbreak as anti-Government at every stage. They criticise General Dyer's conduct at Jallianwala Bagh on two grounds—first, that the troops fired without warning and, secondly, continued firing too long. Indian members stigmatise General Dyer's conduct as inhuman and un-British. The report is supplemented by a despatch from the Indian Government which considers General Dyer showed a misconception of his duty resulting in unnecessary loss of life. This judgment has been communicated to the Commander-in-Chief with a request to take appropriate action. The Government accepts the view that the administration of martial law was marred by the misuse of power and irresponsible acts due to inexperience. It says steps should be taken to prevent repetition. Archbishop Kanesay, of Simla, in a letter to the London newspapers emphatically justifies the action of the military authorities in India and declares that if the present tendency to make a scapegoat of the white soldier succeeds the military authorities in the future will hesitate to act and hesitation will have consequences which no white man cares to contemplate.

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### DISTURBED IRELAND

London, May 26.—An official report about Ireland contains a list of one hundred fresh outrages including the destruction of police barracks, raids on dwellings and cattle drives.

The police have informed the North Dublin Council that they are unable to protect the polling stations at the forthcoming elections.

### EASTERN EUROPE

London, May 26.—A Polish official message says: The North Dvina and Upper Beresina situation is stationary. The Bolshevik offensive appears to have broken down definitely. The report of the Bolshevik re-capture of Kieff is completely false.

### GERMAN OBSTRUCTION

London, May 26.—M. Millerand has demanded the recall of Herr Xylander, the chief German delegate on the Saar Delimitation Commission, on the ground of obstruction.

### HOME CRICKET

London, May 26.—Essex beat Worcester by an innings and 51. Essex made 501 (Douglas 123). Kent beat Hants by eight wickets. Kent in their first winnins made 365 (Woolley 158). Surrey beat Notts by ten wickets. Notts' second innnings yielded only 190. Fender took 8 wickets for 66.

## EARLIER SPECIAL TELEGRAMS

(From Our Own Correspondents.)

### FOR THE CHINA STATION

Singapore, May 28.—H.M.S. Colombo, with the gunboat and sloops, has left here for the China Station. Governor and Lady Guillemand had dinner on board yesterday.

### A SULTAN'S AbdICATION

Singapore, May 28.—His Highness Sultan Muhammad Bin Zainalabidin of Treganou, abdicated at noon on the 20th. His brother, Tengku Suleiman Bin Zainalabidin, was installed and proclaimed Sultan the same day.

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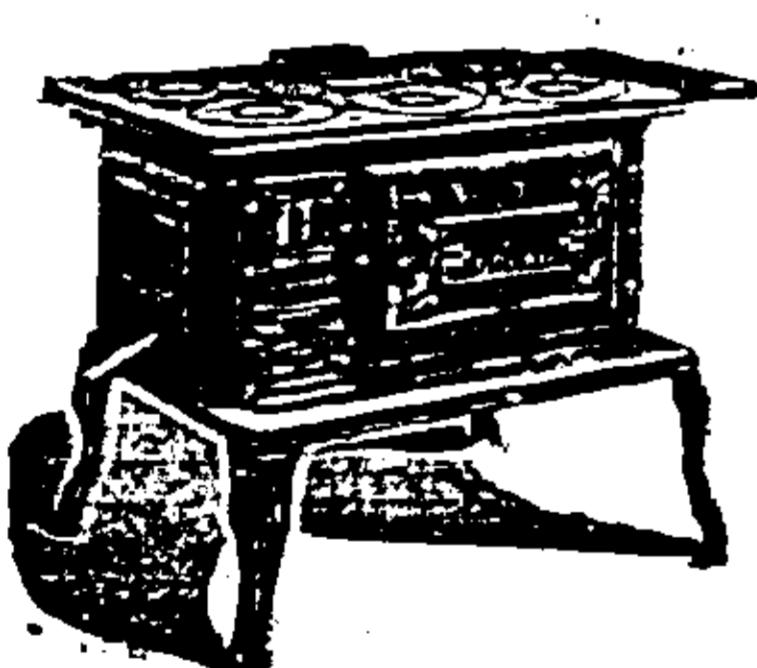
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Established 1900.

### "UNIVERSAL IMPORT & EXPORT CO."

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Hotel Mansions, Rooms 25, 26 & 27 - P. O. Box 348.

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THE COMING HOT DAYS WILL CALL FOR  
REFRESHING BATHS.

WE ARE NOW CARRYING LARGE STOCKS

OF

### HIGH QUALITY BATH SOAP

&

### EAU DE COLOGNE,

AT ATTRACTIVE PRICES.

### THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. No. 1977.

### WHEN TAKING YOUR SOUP

how annoying it is to find your glasses cloudy with mist by the steam from your hot food. This is easily prevented by the use of

LAZARITE

Supplied by

N. LAZARUS.

OPHTHALMIC OPTICIAN

28, Queen's Rd, C.I.L., Hongkong.

## NOTICES

# SPECIAL SALE

OF

# BLOUSES

STARTING ON

MONDAY

MAY 31st.

FOR THREE DAYS ONLY

25<sup>0</sup> Reduction.

LANE, CRAWFORD & Co.

### PARASITIN

Kills ticks and fleas on dogs and cats.

This preparation is harmless to animals. It stimulates the growth of the hair and fur and gives a fine gloss to the coat.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

TELEPHONE-Na. 16.

### JUST ARRIVED - PER PARCELS POST

### DRESS FABRIC



We have just received per Parcels Post a consignment of the latest in Dress Voiles. We have just received one dress length of each. No two patterns alike.

Prices \$8.75 to \$16.50 a piece.

### CALL & SEE THEM.

LARGE STOCKS of Voiles in all Colours, Tobacconos, Tootal's Pique etc. etc.



White Canvas and Buckskin Boots and Shoes for Ladies and Gentlemen. A great Variety of styles to select from at popular prices.

### WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road, Central, Hongkong.

(Incorporated in England)

## TO FIGHT BOLSHEVISM.

## NEW LEAGUE FORMED.

The organisers of the Liberty League, which has been formed to combat the advance of Bolshevism in the United Kingdom and throughout the Empire, are planning a vigorous and widely extended campaign. Public approval is assured, but money as well as sympathy will be required. The whole of the donations sent to the League (present address, 17 Bruton Street, Mayfair, W.1) are to be devoted to purposes of counter-Bolshevist propaganda, and an appeal is made for prompt and liberal help in order that the programme may be developed without delay.

Sir Rider Haggard, Mr. Rudyard Kipling, and the other well-known men who signed the letter published in *The Times* are acting temporarily as the committee of the League, with Sir Rider Haggard as chairman and Colonel Maitland-Edwards as honorary organizer.

The draft programme of the association may be summarized as follows:

Headquarters will employ writers of experience in Russian affairs and, more particularly, Bolshevism.

A special Intelligence Branch will be formed to obtain information as to Bolshevistic activities in the United Kingdom.

Agents will be sent abroad for the same purpose, and will establish foreign branches of the League.

Pamphlets will be prepared in all languages plainly setting out facts for world-wide distribution.

Official photographs taken in Russia will be sent to all branches of the League.

Special confidential messengers will be posted to members giving the latest information concerning revolutionaries.

Cinematograph films, illustrating the effects of Bolshevism, will be prepared and exhibited throughout the United Kingdom and the Dominions and Colonies.

Public meetings will be held at frequent intervals and addressed by prominent members of the League.

The formation of the League has been influenced by the rapid spread of Bolshevist doctrines in many parts of the world. Vast sums of money, the organizers are aware, are at the disposal of the Bolshevist agents, and a large number of organizations and newspapers are owned by them. Specially picked and highly paid agitators are moving through all countries and getting into contact, not only with labouring and poorer classes, but with students in the schools and universities. A certain number of Bolshevist teachers it is asserted, are actually living in Great Britain and thousands of outside followers are taking a course of instruction by correspondence.

The chief weapon of the Bolsheviks is propaganda, both written and spoken, and the League intends to fight them with propaganda. Branches of the Liberty League are to be established in every city town, and village, and the speakers of the League demobilized soldiers and others equipped with the knowledge which will enable them to tear down the tinsel of universal brotherhood class equally, and ideal government, with which Bolshevik tyranny decks itself when it addresses discontent, are to be employed to tour the country.

## "NOT BOLSHEVES LIKE YOU."

## EARLY TAINTED TO LABOURITE.

There was a lively passage in the House of Commons during the recent discussion of the Colonial vote.

Mr. Spoor (Labour) urged the necessity for obtaining security of tenure for the natives of Rhodesia. The Labour party, he said, stood for freedom and equality of the native races the abolition of their economic exploitation, and the introduction of education.

Sir Newton Moore urged the Government to adopt a more sympathetic attitude toward the emigration of ex-service men, and especially to co-operate with the Dominions in providing financial assistance. He added that if Mr. Spoor made such a speech in South Africa or Australia, he would not have won a Labour seat. White Australia was the work of the Labour party, including men like Hughes and Fisher.

There were many Labour interruptions at the mention of these names, but Earl Winterbottom shouted to the interruptions:

"They fought in the war; they're not Bolsheviks like you."

## AMERICA AND IRELAND.

## STATEMENT BY SIR AUCKLAND GEDDES.

Sir Auckland Geddes, the new British Ambassador to the United States, arrived at New York at the end of April. Because of threats by the Irish women pickets in Washington that they would meet the new Ambassador at the pier and accompany him on the train to the capital, it was decided to take him off the liner at the Quarantine station. The Coast Guard cutter Calumet carried the party to the Battery, where automobiles were waiting to take the members to the Pennsylvania Station.

Before Sir Auckland left the Kaiserin Augusta Victoria, Miss Florence Parbury welcomed him to America by flying over the ship in an aeroplane to drop a bouquet of American beauty roses. Miss Parbury did war work in England.

The following statement was given out by the Ambassador on his arrival:

"On arrival I wish first to say that I look on my appointment as British Ambassador at Washington as the highest honour and privilege which could possibly have been granted to me. I believe that the main hope of world peace rests on the existence of mutual respect and understanding between the peoples of the United States of America and the British community of nations. It is my ambition to help to develop such respect and understanding.

"I do not suggest that, even if there were complete understanding of the difficulties of the one nation by the other, there would be, in either country, complete agreement in detail with the method of solution which may have received the support of the majority in the other, but, at least, we should have got rid of suspicion breeding misconception.

ENGLAND THE SANCTUARY.

"For generations England has given sanctuary to representatives of the discontented and the unhappy, the oppressed and the downtrodden. We have listened to harrowing tales of great wrongs and we have been moved to action time and time again. We have learned how difficult it is to right a small wrong, or even a great and bitter wrong, without creating a new, a greater and a still more bitter sense of wrong elsewhere.

"I am glad to be able to say that the American and British Governments have been in cordial consultation on this matter, and are together considering what steps should be taken, or can usefully be taken, to secure reopening of trade with that great country, not in the interests of the traders of any single nation, but of the economic conditions of the world.

"May I, in conclusion, strike a personal note? I am glad to be back in America where I have in the past found so many friends. I sincerely admire the great qualities of the American people. I know well of what idealism they are capable. I am, of course, British and am here not to ask for favours, but to represent the interests of the many-nationed British Empire, but I hope that that will not prevent the American people regarding me, when they know me, as a friend who, when his duty to his own people is done, will esteem it a rare privilege if he is able in any way whatever to serve the interests of the great nation among whom it is his lot to find for a time and I hope, it may be for a long time, a home.

"We have learned that to keep peace for that quarter of the human race which owes allegiance to the British Crown imposes a heavy strain upon the material and moral resources of our people. To avoid worse evils than those we seek to remedy, it is often necessary to move with slowness, always with caution; but one thing I can say positively and without fear of informed contradiction, the inspiration of British policy during the period I have known it, has been, if possible, to bring order out of chaos, to extend the boundaries of freedom, to improve the lot of the oppressed, to increase the material prosperity of the world.

THE SALVATION OF IRELAND.

"We are trying now as always to meet the legitimate aspirations of the dependent peoples, such as those in India and in Egypt, so far as in our judgement is possible without working a mischief where we seek to do good.

"Similarly, in Ireland, we are

trying to provide political machinery whereby the antagonistic sections of the Irish people can work out their own internal political salvation without economic ruin to Irish interests.

If it be true that it takes two to make a quarrel, there is in this generation no quarrel between England and Ireland, for the present generation of Englishmen has steadfastly refused to quarrel with Ireland.

The British Government, after careful study of the Irish question, is convinced that now the only hope of ending that centuries-old distemper is to place fairly and squarely on the shoulders of Irishmen in Ireland the constitutional responsibility of finding for themselves within the framework of the British Empire the solution for their political differences.

"The new Home Rule bill, which passed its second reading in the British House of Commons by a great majority on March 31, is designed with intent to secure that end. When it becomes operative it will be the duty of all British subjects who are not domiciled in Ireland to stand aside and leave those who live there to solve their problem. I venture to add that it will also be helpful

## NEW ADVERTISEMENTS.

DON'T FORGET TO-NIGHT  
"THE EXPLOIT OF A GERMAN SUBMARINE, U 35"  
OLIVE THOMAS IN "TOTON"

## HONGKONG THEATRE

if the many in all parts of the world who are not British subjects, but are interested in Ireland, likewise stand aside and leave the Irish in Ireland to grapple with their own political difficulties.

"It should, I think, be known that proposals for the secession of Ireland from the British Empire have been submitted to the British Cabinet, but, as announced by the Prime Minister in the House of Commons, have been rejected. A sufficient reason, though only one of many, is that strategically, the British Isles form one unit for purposes of defence.

BRITON AND BOLSHEVIR.

"I have seen it stated that the British Government is pursuing a pro-Bolshevist policy dictated by purely selfish British ends with regard to trade with Russia. That is really not so. The British Government has frankly expressed the belief that until Russia comes once more into the circle of the producing and trading nations the economic conditions of the world and the cost of living cannot be placed upon a normal footing anywhere.

"I am glad to be able to say that the American and British Governments have been in cordial consultation on this matter, and are together considering what steps should be taken, or can usefully be taken, to secure reopening of trade with that great country, not in the interests of the traders of any single nation, but of the economic conditions of the world.

"May I, in conclusion, strike a personal note? I am glad to be back in America where I have in the past found so many friends. I sincerely admire the great qualities of the American people.

I know well of what idealism they are capable. I am, of course, British and am here not to ask for favours, but to represent the interests of the many-nationed British Empire, but I hope that that will not prevent the American people regarding me, when they know me, as a friend who, when his duty to his own people is done, will esteem it a rare privilege if he is able in any way whatever to serve the interests of the great nation among whom it is his lot to find for a time and I hope, it may be for a long time, a home.

NEW STANDARD SHIP.

WAR GLORY LAUNCHED.

Chepstow, April 21.—Under ideal conditions and in the presence of 3,000 spectators, Lady MacLay, wife of the Shipping Controller, launched from Chepstow shipyard to-day, the first vessel completed since the shipyards were purchased by

syndicate, the Monmouthshire Building Company, from the

Government.

The vessel is the War Glory,

a 10,300-ton standard ship, which is not only the largest vessel so far launched on the River Wye, but has the distinction of being the largest ship ever launched in Great Britain with full steam

completely equipped, ready for

her trials.

So successful was the ceremony that only 67 seconds elapsed from the time Lady MacLay touched the cord releasing the wedge till the War Glory glided down the ways, stem first, and floated in the River Wye. Lady MacLay was presented with a silver salver by the Shipbuilding Company.

Among those present were Sir Joseph MacLay, Sir John Egleton, Sir Edward Edgar, and Colonel Wilson, with the directors and chief officials of the company. Lord Glanely was unavoidably absent.

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which passed its second reading in the British House of Commons by a great majority on March 31,

is designed with intent to

secure that end.

When it becomes operative it will be the

duty of all British subjects

who are not domiciled in Ireland

to stand aside and leave

those who live there to solve

their problem. I venture to

add that it will also be helpful

## KING'S BIRTHDAY

FLYING  
AT  
REPULSE BAY

On THURSDAY, 3rd June  
Commencing at 2.30 p.m.



SAFETY NO STUNTS

The Macao Aerial Transport Company will give a demonstration, whether permitting, of plain and aerial seaplane flying with

## FIVE MACHINES

at Repulse Bay, on Thursday, 3rd June, and on Friday, Saturday and Sunday following, commencing each day at 2.30 p.m.

Passengers will be carried for short flights. Silver medallions and certificates of "My First Flight" will at a later date be given to all who participate. Booking is at Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. W. RICOU,  
Managing Director.

Hongkong, 29th May, 1920.

## CONSIGNEES

## OSAKA SHOSEN KAISHA.

From TACOMA via JAPAN  
FORTS & SHANGHAI.

The Company's Steamship  
"CHICAGO MARU"

having arrived from the above ports, Consignees of cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Com-

pany's Godowns at Kowloon,

where delivery can be obtained

as soon as the goods are landed.

Goods not cleared by the 3rd June, 1920 will be subject to rent.

Damaged packages must be

settled in the Godowns for examination by the Consignees' re-

presentative and the Company's

Surveyor's, Messrs. Goddard and

Douglas, at 10 a.m. on Wednesday

and Saturday. All claims must

be presented within Thirty days

of the steamer's arrival here, after

which date they cannot be re-

garded. No claim will be ad-

mitted after the goods have left

the Godowns.

No fire insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 28th May, 1920.

WHY BE MISERABLE

with constipation or liverishness

when Pinkettes are all you need

to set matters right? These

dandy little lassies act as

gently as nature.

Also

1 Cottage Piano by S. Montre

& Co. Ltd.

1 Enamelled Bath

1 Treadle Sewing machine

1 Rubber Tyre Bicyc

On view from Wednesday, the

2nd June 1920

Catalogue will be issued.

Terms: Cash on delivery.

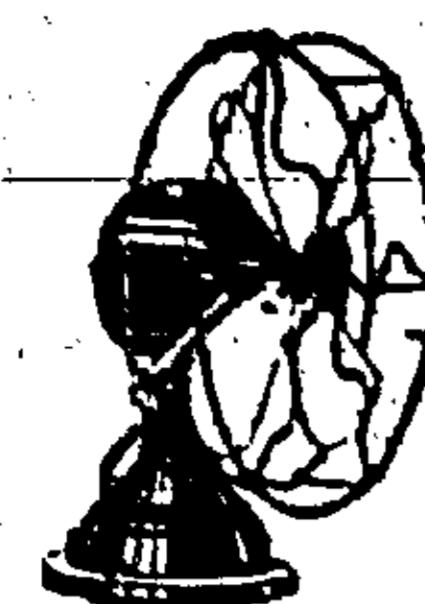
LAMMERT BROS.

Auctioneers.

## ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—

YOUR PERSONAL



NINE INCH

FAN

with Breeze to suit YOU and  
no-one else.  
Enough to COOL and not disturb  
your papers. Just right for reading  
or sleeping, —without injurious effects.



Andersen, Meyer & Co. Ltd.  
2, Queen's Road Central.

JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

APEXIOR

Absolutely  
Stops and Prevents Corrosive Pittings  
and the Adhesion of Hard Scale.



No Heat Retardation. No Zinc Plates needed  
in Boilers treated with this compound!!  
The only known Efficient Preventative of Cor-  
rosion in Marine Steam Turbines.

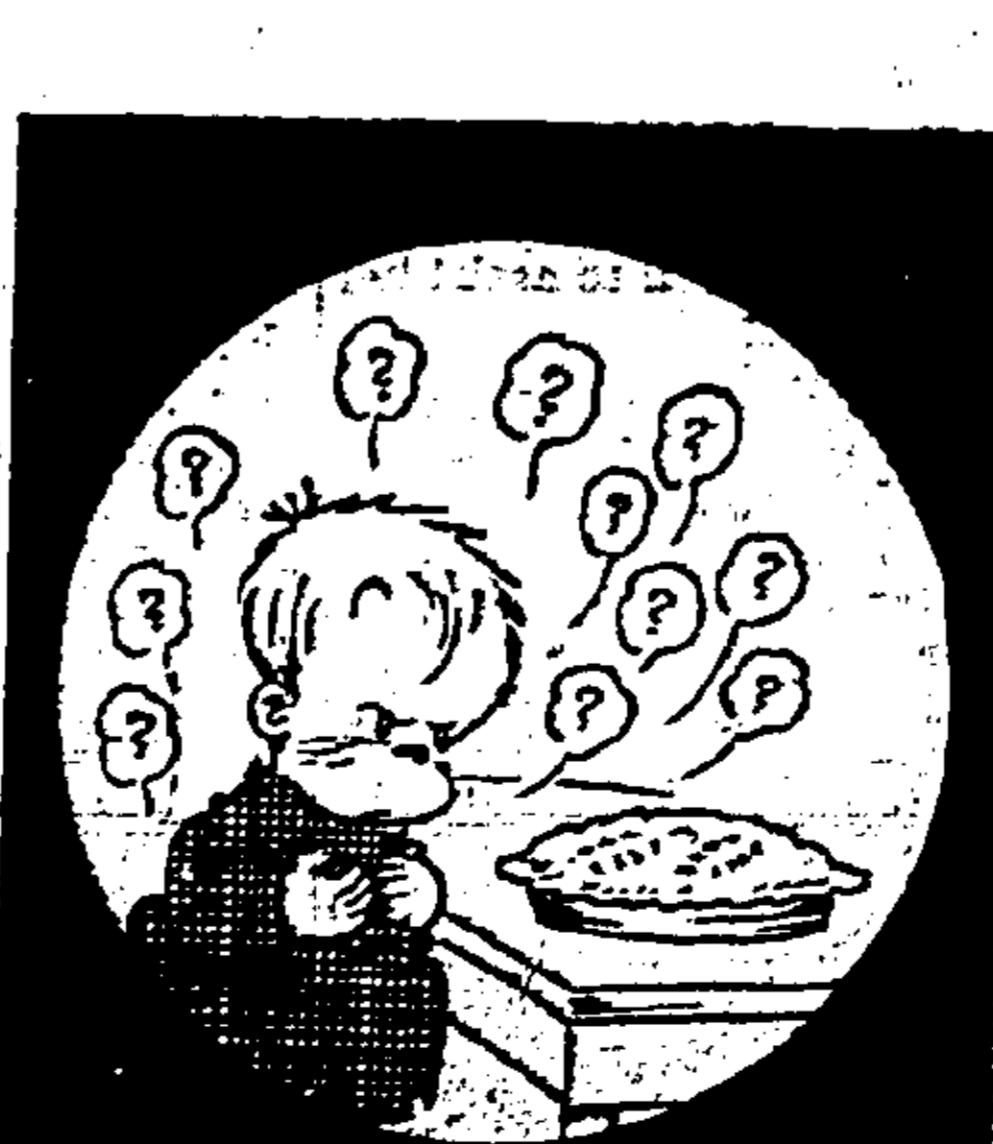
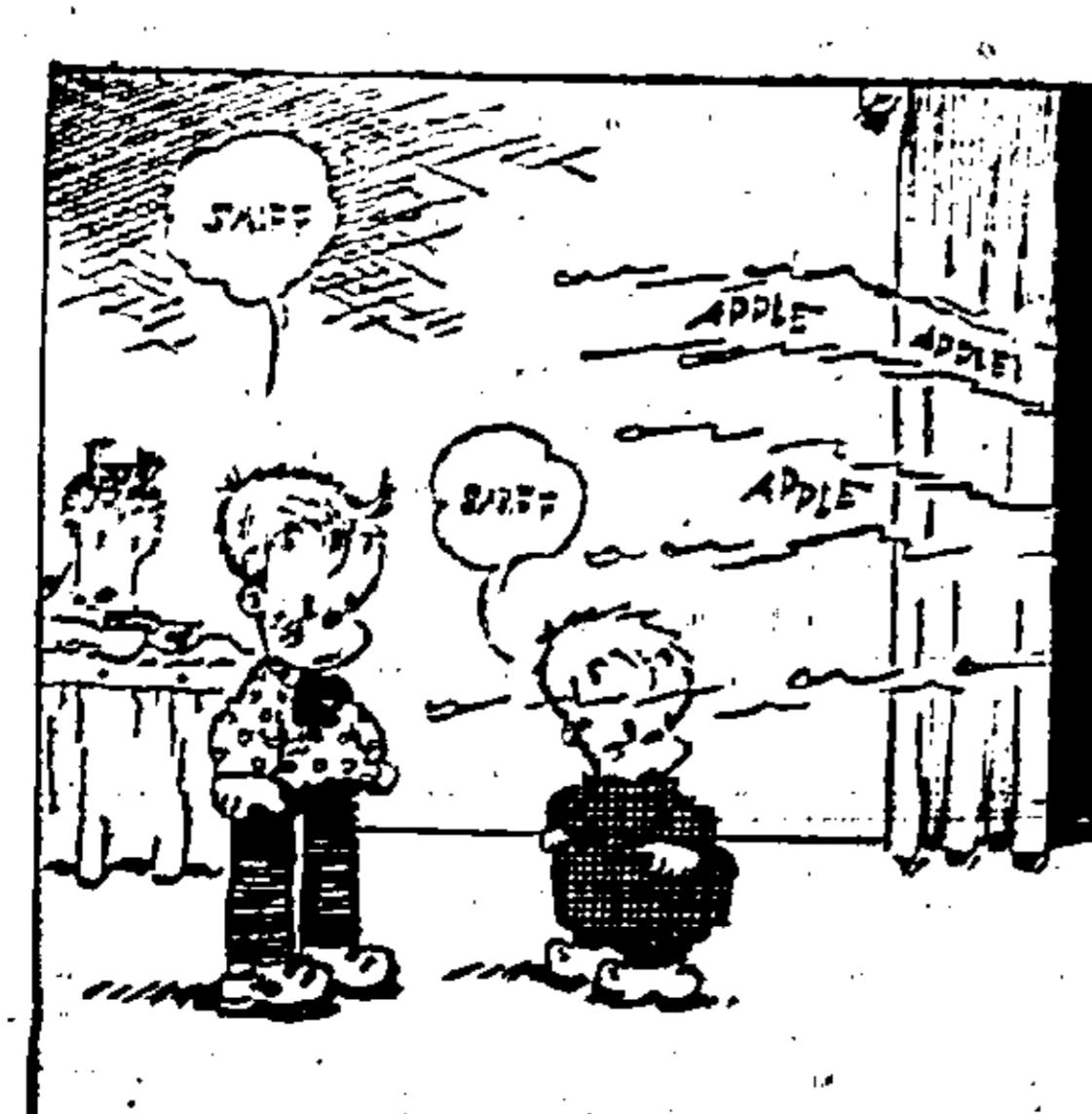
In use by the  
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE  
ARGENTINE AND CHILIAN NAVIES.

Also—  
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union  
Castle, Elder Dempster, Commonwealth and Dominion, Argent-  
American Oil Co., Hudson Bay Co., Pacific Steam Navigation  
Company & Co., Knight, Laidlow, Bechtel, John Goss, Com-  
pany, Nippon Yusen Kaisha, and practically all Imported Steam  
ship Companies.

Agents for Hongkong & South China

THE EASTERY ASBESTOS COMPANY,  
QUEEN'S BUILDING, CHATER, ROAD, HONGKONG.

FRECKLES AND HIS FRIENDS



CONSIGNEES CONSIGNEES

NOTICE TO CONSIGNEES

THE ADMIRAL LINE

THE Steamship

"EDMORE"

having arrived from Seattle via  
ports, on 26th inst. consignees are  
hereby notified that their cargo  
is being landed at their risk into  
the Hazardous and/or Extra-  
Hazardous Godowns of the Hong-  
kong, and Kowloon Wharf &  
Godown Co., Ltd., Kowloon, and  
stored at consignees risk.

Consignees of cargo must pro-  
duce an Import permit signed by  
the Superintendent of Imports &  
Exports, Hongkong, before Bills  
of Lading will be countersigned.  
All broken, chafed and damaged  
cargo is to be left in the  
Godowns, where it will be  
examined at 10 a.m. on 31st inst.  
by the Company's Surveyors,  
Messrs. Goddard & Douglas.

All claims must be presented  
within 30 days of the steamer's  
arrival here, after which they  
cannot be recognized.

No claims will be recognized  
after the goods have left the  
Godowns, and cargo undelivered  
on and after June 1st 1920 will  
be subject to rent.

No Fire Insurance whatever  
will be effected.

Consignees are requested to  
send in their Bills of Lading for  
counter-signature immediately.

PACIFIC STEAMSHIP CO.,  
United States Shipping Board  
Emergency Fleet Corporation

Managing Agents.

THE ADMIRAL LINE  
5th Floor Hotel Mansions,  
Hongkong, 26th May, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES

From SAN FRANCISCO  
AND SEATTLE

THE Steamship  
"WEST HIMROD"

having arrived from San Fran-  
cisco via ports on 23rd May, 1920,  
consignees are hereby notified that  
their cargo is being landed at  
their risk into the hazardous  
and/or Extra-Hazardous Godowns  
of the Hongkong & Kowloon  
Wharf & Godown Co., Ltd.,  
Kowloon, and stored at con-  
signees risk.

Consignees of cargo per "WEST  
HIMROD" from Seattle are hereby  
notified that their cargo was  
transhipped at Yokohama to the  
"WEST HIMROD."

Consignees of cargo must pro-  
duce an Import Permit signed by  
the Superintendent of Imports &  
Exports, Hongkong, before Bills  
of Lading will be countersigned.

All broken, chafed and damaged  
cargo is to be left in the  
Godowns where it will be  
examined at 11 a.m. on 31st May  
1920, by the Company's sur-  
veyors, Messrs. Carmichael &  
Clarke.

All claims must be presented  
within thirty days of the steamer's  
arrival here, after which they  
cannot be recognized. No claims

will be recognized after the goods  
have left the Godowns, and cargo  
undelivered on and after 31st May  
1920, will be subject to rent.

Consignees are requested to  
send in their Bills of Lading for  
counter-signature immediately.

STRUTHERS & DIXON INC.

Agents.

1st floor, Powell's Building,

12, Des Voeux Road, C.H.,  
Hongkong, 24th May, 1920.

CONSIGNEES CONSIGNEES

NOTICE TO CONSIGNEES

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES

From SAN FRANCISCO,  
JAPAN PORTS & SHANGHAI.

The Steamship

"NANKING"

Having arrived from the above  
mentioned ports, consignees of  
cargo by her are hereby notified  
and requested to send in their  
Bills of Lading duly endorsed for  
counter-signature and take delivery  
of their cargo from ship's side and/or  
from the Hongkong & Kowloon  
Wharf & Godown Co's hazardous  
and/or extra-hazardous Godowns  
into which all cargo is being landed  
and stored at consignees risk.

All broken, chafed and damaged  
packages are to be landed in the  
Hongkong & Kowloon Wharf &  
Godown Co's Godowns where  
they will be examined on June,  
3rd 1920 at 10 a.m.

Cargo undelivered on and after  
June 3rd, 1920, at 5 p.m.  
will be subject to rent.

No claims will be admitted  
after the goods have left the  
ship's side and/or Godown.

Claims should be presented within  
three weeks of the ship's arrival,  
otherwise they will not be  
recognized.

No fire insurance whatever will  
be effected.

O. H. RITTER,  
Agent.

Prince's Building, Ground Floor,  
Hongkong, 28th May, 1920.

WATER RETURN.

Level and Storage of water in  
Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER  
WORKS LEVEL

	1920	1920
Titan	28-11 Below overflow	28-1 Below overflow
Titan	28-2 Below overflow	28-2 Below overflow
Titan	28-3 Below overflow	28-3 Below overflow
Titan	28-4 Below overflow	28-4 Below overflow
Titan	28-5 Below overflow	28-5 Below overflow
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Titan	28-78 Below overflow	28-78 Below overflow
Titan	28-79 Below overflow	28-79 Below overflow
Titan	28-80 Below overflow	28-80 Below overflow
Titan</		

## THORNE'S OLD VAT

"No. 4"

## SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

## A.S. WATSON &amp; CO., LTD.

WINE AND SPIRIT MERCHANTS.  
TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.  
Office address: 41. Ice House Street.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 29, 1920.

## BETTER THAN IT LOOKED.

The other day, in commenting on the financial statement giving the Colony's revenue and expenditure for the twelve months ended December 31 last, we drew the conclusion that Hongkong was not paying its way. That was the impression left on us after examining the figures, which showed that the actual revenue was \$16,524,974 whilst the expenditure totalled \$17,915,925. Actually, of course, the inference was correct, but from facts which we have since gathered it appears that the deficit on the year's working was due to abnormal causes, and that so far as ordinary working was concerned there was no less. The explanation is to be found under one particular heading: Miscellaneous Services. The estimate for these Services for the whole year was put down at \$1,711,107, but in reality the total expended under this heading came to no less than sum than \$5,325,10. Had it not been for this abnormal expenditure, which we will explain later, the balance sheet would have presented a much more satisfactory appearance.

The biggest item in this heavy expenditure on miscellaneous services has to do with the rice control scheme. The loss on that venture we learn, came to no less a sum, up to the end of last year, than \$3,087,749. When, in the days of the control scheme, it was suggested in our columns that the loss would amount to between three and four million dollars, the idea was scoffed at in official circles. Then came the Government statement on the subject, which stated that up to the end of 1919 the loss would probably be "well over two million dollars." The phrase "well over" turns out to have been quite the best that could have been used. The actual adverse balance on the transactions comes to more than three millions. We are wondering even now whether we have heard the full extent of the loss. As to whether the scheme could have been worked to show less loss is a matter of opinion. From all we hear amongst business men, it could. But it is no use crying over spilt milk. It was an unexpected "outlay," added to, which was another loss under the same general heading, namely, \$786,665 on exchange. So it will be seen that on these two items alone there was an unforeseen rise in outgoings of \$3,874,414, which very much more than offsets the adverse balance as between total revenue and total expenditure.

The figures we have cited are sufficient to show that, had normal conditions prevailed, the year's working would have been most satisfactory, despite the fact that there was a shrinkage in revenue as compared with the previous year. The normal services showed favourable net returns. The general situation was adversely affected by abnormal outgoings which were not foreseen. All the same, it is clear that some time in the future fresh sources of income will have to be found. The development and expansion of the Colony involve big projects, for the financing of which more money must be found. That is inevitable. As to where the fresh revenue is to come from—that is a matter for official decision. It is somewhat premature as yet to indicate possible sources, but we shall be surprised if eventually some new form of taxation is not resolved upon. Nobody likes taxes being added to, and there is generally a growl when fresh taxation proposals are put forward. But here in Hongkong we have been extremely fortunate in these respects during recent years, as compared with most other places. So we had better make up our minds to the probability in the near future of further imposts, either in the way of additions to existing taxes or by the introduction of new taxes. We should say the probability is strongly in favour of the latter.

## NOTES &amp; COMMENTS.

## THE WEATHER, ETC.

Efforts to decide the day on which the championship-tennis match shall be played must be a little strenuous these days, and we are feeling quite sympathetic towards the individuals on whom the task devolves. In the matter of weather the Colony has had a pretty good sample lately of what the China Coast can give, and there are few of us who will not be thankful when the oppressive wet days gone. We are in the typhoon season and recently it has seemed as though we have been in real typhoons. At least those who have been travelling on the ferry when a squall has come along can be forgiven for thinking so. It has often been wondered just how safe the ferries are in such weather. They carry a great deal of top canvas, a matter that can scarcely be avoided when it is only by such means that protection can be given to all but a few. The weight below water is tremendous, we know, but it is not the most comfortable of experiences to be on a canvas enclosed ferry-boat with the wind doing something like fifty miles an hour. The remedy will come along when the Company gives the public those promised new and larger boats. It is no secret that the matter has been considered and that quite a deal has been done in the way of investigation as to costs and capacity. The needs of Kowloon being what they are just now, the day should not be very much longer postponed when we shall have on the harbour large and up-to-date ferries with bigger piers, capable of taking not only passengers but light cargo, such as motor cars, etc., as well. Perhaps it is only a matter of patience after all, because we have heard some very encouraging whispers lately. Meanwhile, we must hope that as little bad weather comes along as is possible on this notorious coast.

## WAR FAMINE FUND.

Exactly what the War Famine Fund which is soon to be launched from London is intended to cater for we do not yet know, but since it has the support of His Majesty the King and practically all the prominent men at Home one may assume that it has a political as well as a charitable object. No one needs to be told how many of the smaller nations of Europe have been devastated and impoverished by reason of the late war and how many thousands of human beings have been living on the border of starvation for the past few years. Britain has ever been prone to hold out the helping hand to those less fortunately placed than herself and it would seem that this fund is but another instance of her generosity. As victors in the late war we can well afford a little honest charity and some such action as that contemplated will do more than anything else to set right many outside peoples' conception and idea of what British intentions are. We have already undertaken a great deal of work in connection with the task of readjustment and if we

go one step further and show a disposition to help those who have suffered most there will be a political value in the move. There has been enough misrepresentation of Britain to make such action highly desirable. If Hongkong comes within the scope of the appeal we trust there will be no niggardly appearance.

GERMANY'S BETTER POSITION.

Not the least encouraging of the news received by cable yesterday was that which told of a considerable appreciation in the sterling value of the German mark, which now stands at 125 to the pound against 230 at the beginning of this month. This is a very big jump and one that should afford all but incorrigible anti-Huns a great deal of satisfaction. It shows that Germany is getting back into her stride, that outside nations are prepared to assist her financially, and it means that her ability to pay the Allied indemnity is growing stronger every day. The Allies' best interests will be served by a strong and prosperous Germany, a Germany that will be able to achieve its own solvency in as short a space of time as possible. Robed of the military power to do further harm, there is no argument in favour of Germany being kept in the impoverished state in which she finds herself to-day. Let us be quite frank about it and admit that Europe needs a productive Germany

## DAY BY DAY.

## 1895.

## HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending June 30, 1895.)

## THE DOLLAR.

May 30th.—The rate of the Dollar, on demand, to-day is 2s. 17 1/2d.

## THE "TAIYUAN" FIRED ON.

May 31st.—The following is a translation of a French official document in regard to the Taiyuan affair. According to communication received from the French Consul at Hongkong the local authorities had during the month of October last been much exercised over an affair that happened on the high seas between the French cruiser Forfait and the local English steamer Taiyuan. The articles published in the Hongkong papers on the subject report that without apparent reason or any warning the Forfait fired twice on the Taiyuan.

The Minister of Foreign Affairs having applied to the Minister of Marine for a report on the affair, has received the following report from the Commandant of the Forfait. It appears from the explanations given by this officer that the Taiyuan had Chinese characters on her sides, that no name was visible on her stern, that she hoisted no flag, and that, while in the neighbourhood of the cruiser, she was constantly altering her direction and speed, and that her people were keeping a close and incomprehensible watch on the officers of the Forfait. In view of this behaviour and in spite of the fact of her persistence in not showing her flag the Commandant of the French Cruiser thought it right to fire two blank charges at her from a revolving cannon.

## A SHAMEFUL AFFAIR.

June 5th.—The ordinance for the licensing of private vehicles is an extraordinary one. No man in this Colony is at liberty to have or use a carriage of any description without a license and it is left to the absolute discretion of some officer of the Government—whomsoever the Governor may think fit to appoint—to grant or refuse a license subject only to an appeal to the Governor. The Governor is empowered to regulate regulations for the use of every vehicle, licensed or unlicensed, to say when, where and how it shall be used, and for what purposes.

It is notified that, at the expiration of three months, the China Enlightenment Company, Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

## IT IS NOTIFIED.

It is notified that the Public Bathing Beaches at North Point and Kennedy Town were opened to the public on the 15th instant.

A reserved enclosure is provided at the former, for the use of which a fee of 10 cents per person is charged.

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## GERMAN SECURITIES.

## NOTICE TO HOLDERS.

The following notice with regard to same due to British nationals on German Government securities is published in the Hongkong Government Gazette for general information.

## SUMS DUE TO BRITISH NATIONALS ON GERMAN GOVERNMENT SECURITIES.

The attention of British nationals resident in foreign countries who are holders of securities issued by the German Government is directed to article 296 of the Treaty of Peace, clauses 3 and 4 of which article provides that the following pecuniary obligations shall be settled through the intervention of Clearing Offices in Great Britain and Germany.

Clause 3.—Interest which has accrued due before and during the war to nationals of one of the Contracting Powers in respect of securities issued by an Opposing Power, provided that the payment of interest on such securities to the nationals of that Power or to neutrals has not been suspended during the war.

Clause 4.—Capital sums which have become payable before and during the war to nationals of one of the Contracting Powers in respect of securities issued by one of the Opposing Powers, provided that the payment of such capital sums to neutrals of that Power or to neutrals has not been suspended during the war.

British nationals resident in foreign countries who have claims of this nature which have not already been notified to the Public Trustee should apply to the Controller of the Clearing Office (Enemy Debts), Cornwall House, London, S.W. 1, for the necessary form on which to submit their claims. British nationals who have already notified the Public Trustee should await a communication from the Controller.

## GERMAN RIGHTS.

## A LOCAL ORDER.

It is notified that, under the powers conferred upon him by section 21 of the Alien Enemies (Winding up) Ordinance, 1911, His Excellency the Governor has been pleased to order that the provisions of sub-sections (1), (2) and (3) of section 4 of the Alien Enemies (Winding up) Amendment Ordinance, 1914, as amended by section 3 of the Alien Enemies (Winding up) Amendment Ordinance, 1914, shall cease to be in force with reference to German nationals, except as regards transactions prohibited, and property, rights and interests charged, under the provisions of the Treaty of Peace, 1919.

Note.—By the Treaty of Peace Order, 1919, all property, rights, and interests within His Majesty's Dominions belonging to German nationals at the date when the

Treaty of Peace with Germany came into force, and the net proceeds of dealing therewith, are charged with the payment of certain British claims. All unauthorised dealings with such property are prohibited. The Order also prohibits the settlement of certain "enemy debts" except through the Clearing Office.

## BRITISH CONSUL IN CANTON.

## RECEPTION AND PRESENTATION.

Mr. J. W. Jamieson, C.M.G., LL.D., who has been His Britannic Majesty's Consul General at Canton for the past eleven years, and who is shortly leaving on furlough was the guest on Thursday, the 27th instant, at a reception held by the British firms and a number of British subjects in Canton.

During the reception, which was largely attended by representatives from all British Firms, Mr. Jamieson was presented with a silver salver, as a token of the high regard in which he is held by the business community, and also as a mark of esteem from all those who have appreciated his valuable co-operation and help during his long tenure of office.

## TO-DAY'S MISCELLANY.

James Bailey, who receives a gift of £4,300 some silver plate, and his favourite horse on resigning charge of the Essex Foxhounds, is in his 71st year, and the oldest huntsman in England. He was "entered to hounds" when a boy in his native Hampshire, where he used to negotiate stiff fences, mounted on a clever donkey without bridle or saddle. He had received an excellent training under Mr. Tailby, who then hunted the South Quorn country, and afterwards with the Duke of Buccleuch, before he succeeded Dobson as huntsman of the Essex Hounds 41 years ago. Bailey is very popular, not only with members of the hunt, but with the local farmers (now financially prosperous), which may be one reason why he has received the richest offering ever presented to a hierophant of Diana.

What is the psychological explanation of the chronic intractability of South Wales? If there is any corner of the country that deserves that much-abused word "Boleynish," it is that. It is the South Wales miners who vote by three to one for a strike which the rest of their craft disapproves; it is the South Wales miners who demand that the high profits on South Wales coal shall be reserved for themselves exclusively; it is the South Wales miners who decline—or decline—to pay income tax on their increased earnings. This is not the pure original sin of the Anglo-Saxon. Is it the suppressed fury of the Ancient Briton driven west? Or is it simply that industrial conditions have been worse in South Wales than elsewhere, with the inevitable result of a fiercer reaction?

Sova, where the Prince of Wales landed on his visit to Fiji, has a heavy rainfall during the hot season, and one recent downpour delivered 33 inches of rain within 24 hours. This formidable record has been surpassed in only two places—at Cherrapunji, in Assam, which once had to bear with 40 inches of rain in one day, and at Luzon, in the Philippines. In July, 1911, it rained four consecutive days at Luzon, and the American official rain gauges registered 34.64 inches the first day, 29.99 inches the second, 16.73 inches the third, and 7.89 inches the fourth, a total of 89.25 inches (more than three times the average annual rainfall at Greenwich) for the four days, just before the arrival of this deluge. American engineers had completed a great military road passing through Lazon, at a cost of two million dollars. At its opening one of the speakers proudly said that it would "endure until the Pyramids crumbled into dust." But that one rainstorm almost entirely obliterated 50 miles of the road from the surface of the earth.

If Mr. Austen Chamberlain's Budget speech be followed with attention, numerous junctions will disclose themselves at which any earlier Chancellor of the Exchequer would have left the main theme for a digression on the manners and morals of his times. A notable instance of this kind occurred when Mr. Chamberlain mentioned the growth of smoking among women as one of the causes of the increased yield of the tobacco duty. If Mr. Gladstone had seen a fact like that, lying by the roadside of his argument, he would have disported himself with it for at least twenty minutes, and the next morning the country would have been regaled with a review article—or shall we say two columns of "Miscellany?"—on the early origins of the

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## LORD FRENCH CORRECTED.

## TRUTH ABOUT THE SHELL SCANDAL

Maj.-Gen. Sir F. Maurice writes in the *Daily News*.

I do not propose to review Sir George Arthur's "Life of Lord Kitchener," because having given the author some assistance in his work, I feel I must leave the business of criticism to others. I propose rather to deal with two controversies which this book we may hope has definitely settled. It will be remembered that Lord French, in his "1914" made serious charges against Lord Kitchener, Mr. Asquith and Sir Horace Smith-Dorrien, in respect of certain actions taken by them during the early months of the war. Lord Kitchener being dead, and Sir Horace Smith-Dorrien an officer still in the Service, could not reply.

Mr. Asquith did reply, but he had not all the necessary documents at his command. As regards Sir Horace Smith-Dorrien, it has already been shown that Lord French's recollection of the positions and movements of his own troops and his account of the enemy's strength at certain critical phases of the retreat from Mons was far from accurate. Sir George Arthur now exposes a still more amazing lapse of memory on the part of the Viscount of Ireland. Lord French's charges against Lord Kitchener and Mr. Asquith relate to the famous shell controversy, and to alleged interference with him during the retreat from Mons. I will deal here with the first of these charges.

## MR. ASQUITH'S NEWCASTLE SPEECH.

Lord French says in his "1914": "Just about this time—that is, in the latter part of April, 1915, when the second battle of Ypres was being fought—the then Prime Minister, Mr. Asquith, made his famous Newcastle speech, in which he stated that the Army had all the ammunition it required. When I read that speech, after all my public and private appeals, I lost any hope that I had entertained of receiving help from the Government as then constituted"; and he goes on to describe how he proceeded to upset Mr. Asquith's Government.

Now this is a very incorrect account of what Mr. Asquith said, for he went to Newcastle for the express purpose of making clear the urgent need for more munitions and of appealing to the British workmen to devote their utmost energies to increased production. Not wishing to either cause undue alarm or to dishearten the army, he said in the course of his speech that it was not true that the operations of the British Army in France were being hampered by lack of ammunition. In a speech at the Connaught Rooms on June 3, 1919, Mr. Asquith produced his authority for that statement. It was a letter from Lord Kitchener dated April 14, 1915, which ran as follows:

My dear Prime Minister.—I have had a talk with French. He told me I could let you know that, with the present state of ammunition, he will be as much as his troops will be able to use in the next forward movement.

LORD FRENCH'S DENIAL

Lord French now comes on the scene. In a preface to the second edition of his "1914," he denies having made any such statement to Lord Kitchener, and refers to a conversation he had with Mr. Asquith at his headquarters at St. Omer in July, 1915. To Mr. Asquith's inquiry whether he had given Lord Kitchener the information which caused him

(Mr. Asquith) to speak at Newcastle as he did, Lord French says he replied in words to this effect: "Certainly not. Lord Kitchener must be labouring under a total misapprehension as to our conversation which, I understand, he alleges took place at York House, on March 31, 1915. We certainly had a long conference together at York House on the date mentioned, but not upon the subject of ammunition." However, I said, my memory can be confirmed and refreshed by my diary. My recollection of the conversation was recorded a few hours after it took place. I have not seen it since I wrote it, but it will be some satisfaction to you if I can find it and show you what I said. I doubt if you will find a single word about ammunition in it. I then turned up the diary, and found, as I expected, that there was no reference whatever to the subject of ammunition."

## THE TRUTH.

Enter Sir George Arthur! There is in a footnote in his third volume of a record of the meeting of March 31, but at that time it appears that the plans for the capture of Festubert were not completed and presumably for that reason the question of ammunition did not crop up. But Sir George gives us a letter of Lord French's to Kitchener dated April 8, 1915, in which the following passage occurs:

Our joint plans will be fully matured by the end of the week. May I appear at your breakfast table at 8.30 a.m. on Wednesday, the 14th... I will bring maps and copious notes and tell you everything, but I don't want to say anything in writing. I am in strong hopes of a great advance.

The meeting took place at York House in the morning of April 14, and immediately it was over Kitchener sent his note of the same date to Mr. Asquith. Is it conceivable that Kitchener should have been grossly incorrect on a matter of vital importance in a note to the Prime Minister written immediately after the conversation which it reported? Is it conceivable that in a discussion of the plans for a great battle of which Lord French wished to tell Kitchener "everything," the all important question of ammunition should not have been mentioned? Is it conceivable that Lord French should have been

"in strong hopes of a great advance" if he knew that he was woefully deficient of shell? If it rested there the case for Lord Kitchener and Mr. Asquith would be overwhelming, but it does not.

On May 7, just one week before the battle of Festubert began, Lord French wrote to Kitchener:

I would rather say nothing to you now about the business, but if things remain quiet I suggest going over as late as possible on Wednesday, and going to breakfast with you on Thursday morning at 8.30 a.m. The ammunition will be all right.

Just a week later Lord French was endeavouring to turn out Mr. Asquith's Government on the ground that it had failed to supply him with the ammunition he required for his battle!

## PROVISION OF SHELLS IN 1915.

Of course we were short of shells and of guns and of trained soldiers, indeed, of everything required for the prosecution of a great war, but if anyone still believes that after the outbreak of war there was lethargy and inaction in the provision of munitions by Mr. Asquith's Government and by Lord Kitchener, and that nothing effective was done until Mr. Lloyd George became Minister of Munitions, let him read Sir George Arthur's chapters on the munition problem. The whole complicated story of the introduction of high explosive shell for our field

## MOTOR-BOAT RACING.

## A NEW RECORD.

Monte Carlo, April 30.—Sunbeam-Despoujols III, set up a new "record" this morning in the course of officially timed runs over the measured mile and the measured kilometre.

Her performance to-day is particularly interesting, not only on account of the conditions in which the run was made, but also in view of the fact that two Sunbeam-Despoujols boats are to be built and engaged in England with a view to competing as British defenders for the British International Trophy Race, which will take place at Ryde on the Solent in August this year. Entries have already been made by the British Motor Boat Club.

Sunbeam-Despoujols III, which is a single-step hydroplane, driven by two Sunbeam aero engines of 425 horse power each, was timed officially over the measured nautical mile in 1 min. 34 sec. from a flying start this morning. The weather conditions were ideal, as the sea was as smooth as glass, but the boat had the misfortune to strip her propeller blades off about 100 yards from the finishing line, and covered the intervening distance by her momentum. Had it not been for this it is estimated she would have made very much shorter time. As it is, her speed works out at 56.43 knots speed, which beats all previous officially admitted "records" of speed afloat. The best previous record was also made by a Despoujols boat, when one of the two French competitors in the British International Trophy races in the Solent in 1913 exceeded 50 knots speed. A request is being sent to the International Motor Yacht Racing Association to record to-day's time.

## BAGUAN ISLAND.

## MAY GO TO PHILIPPINES.

The authorities of the Philippine Government are renewing the negotiations which were started a long time ago for the ceding or return to the Philippines of Baguan Island, which is about thirty miles north of Sandakan, from the British North Borneo which at present has the island under its control. The Governor of British North Borneo is now in Manila, and the local authorities are taking advantage of his presence here to renew the negotiations, says the *Malaya Bulletin*.

It is explained that according to the Treaty of Paris, ceding the Philippines to the United States, the island of Baguan was part of the Philippine territory ceded by virtue of the Treaty. However, the island has always been under the control of the British North Borneo Government.

Governor Guingomo of Mindanao and Sulu, it is declared, has been officially requested to submit all the data in his possession about the island of Baguan and to submit a statement why it is highly important for Mindanao and Sulu especially to have the island. It is declared that the return of the island is needed to be used for very important purposes. The island of Baguan is also called Turtle Island because turtles abound in it.

## FRENCH PAPER FAMINE.

The National Press Bureau, Paris, has published a noted statement that after a plenary sitting, at which were represented 250 newspapers, a delegation was

appointed which, together with the National Press Bureau Committee, waited upon M. Millerand, the Premier, to put before him a series of decisions adopted by the meeting, and especially to discuss the rise in the price of newspapers. After the interview the National Bureau held another plenary sitting at which the committee, in view of the fact that it found itself unable to assure the regular publication of newspapers, announced that it intended to tender its resignation to the Premier. This decision means that from now newspapers can no longer apply for supplies of paper to the National Press Bureau.

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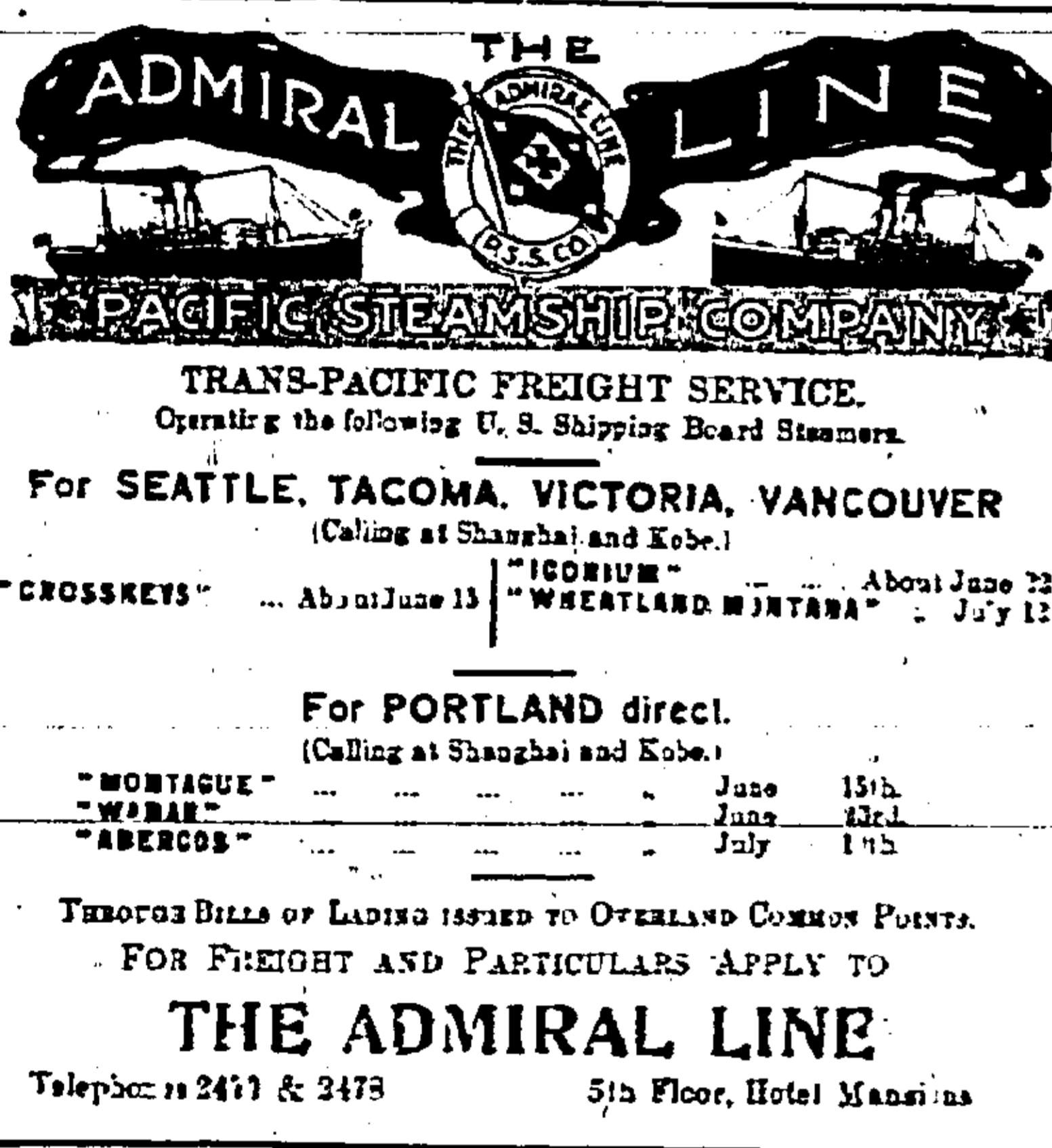
SUICIDE'S MEAL OF BANK-NOTES.  
An old farmer of Agen (Lot et Garonne) has adopted a tragic method to spite his son, who is alleged to have always been quarrelling with him about money matters. Fired with these bickerings, which has wrought such mischief, he resolved to make away with himself, but he was determined that this son should not profit from fortune he had made out of the war. He swallowed a large number of 1,000 franc bank-notes, one after the other, in the presence of the astonished young man and then blew out his brains.

COPPER QUEEN BELTING

CERIN, DREVARD & CO.  
4th Floor Hotel Mansions.  
and at Canton. TEL 114.

SKOOKUM PACKING

PACIFIC SHIPPING.



SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON  
Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.

THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.  
TRANS PACIFIC FREIGHT SERVICE.  
HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.  
Due Inwards About Sailing About  
S.S. WEST HIXTON ... June 15 S.S. WEST HIXTON ... June 17  
S.S. WEST MONTOP ... July 10 S.S. WEST MONTOP ... July 12  
S.S. WEST HIIKA ... Aug. 10 S.S. WEST HIIKA ... Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE: LOS ANGELES, CALIF. BRANCH OFFICE: KOBE, SHANGHAI, MANILA, SINGAPORE, etc.

Prince's Building, Chater Road, Telephone No. 1052.

CHAS. E. RICHARDSON, General Agent for South China.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

S.S. "WEST CADDY" Saturday May 19th, for San Francisco direct.

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141. Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong - Subject to change without notice.

Steamers. Tons. Leave Hongkong.

SIBERIA MARU 17,000 13th June, from Yokohama.

ANIRYO MARU 12,000 17th June.

PERSIA MARU 9,000 31st July.

KOREA MARU 12,000 14th July.

IGYOU MARU 12,000 11th Aug.

Calling at Keelung. Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

JAN FRANCISCO, SAN PEDRO, SALINOS CRUZ.

BALEAO, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDEAN ROUTE TO BUENOS AIRES.

Steamers. Tons. Leave Hongkong.

KIYO MARU 17,000 13th July.

ANTO MARU 10,000 9th Sept.

SEIYO MARU 16,000 9th Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to

Y. TSUTSUMI, Manager.

Telephone Nos. 2074 & 2075. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 3rd. June 19th. July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China; Manila, P.I., Saigon, Kobe, Japan and Hongkong. Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco.

"WEST HIRNO" 1st June.

For Seattle & Vancouver.

"WEST JENA" 9th June.

ALSO

Amalgamated with Green Star Line.

New York.

Operating Bilingual via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through Bills issued to all overland points in

U.S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

FOR BOSTON & NEW YORK.

"SLAVIC PRINCE" VIA PANAMA CANAL on or about 10th June.

Steamers proceed via SUEZ CANAL OR PANAMA CANAL at

Owners option.

For freight and further particulars, apply to

SHEWAN TOWERS & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR  
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS.

SAILING DATE

"GRACE DOLLAR" ... AUG. 3RD.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars and freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

792.

SAILING DATES.

EUROPE, U.S.A. ETC.

Kamakura M. N. Y. K. May 29

Lake Onawa R. D. Co. May 30

Alaska M. O. S. K. May 30

Takada P. & C. May 30

Bolton Castle D. & Co. May 31

West Conch. P. M. Co. June 1

Unnan O. S. K. June 1

Nanking C. M. Co. June 1

Africa D. & Co. June 1

Kidderpore P. & O. Co. June 1

East of Asia C. P. O. S. June 1

West Hepburn R. D. Co. June 5

Delta P. & O. June 5

Chicago M. O. S. K. June 8

West Jena S. & D. June 9

Telemachus B. L. June 10

Slavic Prince S. T. Co. June 10

Kitano M. N. Y. K. June 11

Borneo M. D. & Co. June 11

Korea M. T. K. June 14

Mitsuki M. O. S. K. June 14

Tushima M. N. Y. K. June 14

Tanama M. O. S. K. June 14

Crosskeys A. L. June 15

Fushimi M. N. Y. K. June 15

Montague A. L. June 15

Van Waerwyck J. C. J. L. June 15

Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR  
AND****EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

Sailings PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	8,000	5th June.	Malacca, Ldon & Antwerp.

BRITISH INDIA, APCAR SAILINGS (South)

TAKADA	1,000	30 May, 1 p.m.	Calcutta via Singapore & Penang & Rangoon.
EASTERN & AUSTRALIAN SAILINGS (South)			

KIDDERPORE	5,200	2nd June.	Sydney via Sandakan, Thursday Island and Brisbane.
SAILINGS TO SHANGHAI & JAPAN.			

KARMALA	9,000	3rd June.	Shanghai & Japan.
WIRELESS ON ALL STEAMERS.			

Parcels Measuring not more than eight X 3 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc. apply to

**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central. Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMI MARU ..... Tuesday, 15th June, at 11 a.m.

TAJIMA M. (Calling Manila &amp; Keelung) Wed., 16th June, at 11 a.m.

KATORI M. (Calling Manila &amp; Keelung) Fri., 18th June, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez

Port Said &amp; Marseilles.

KITANO MARU ..... Friday, 11th June, at noon.

INABA MARU ..... Friday, 25th June, at noon.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU ..... Saturday, 26th June.

LIVERPOOL &amp; MARSEILLES via Suez, Cde, Suez &amp; Port Said.

KAMAKURA MARU ..... Saturday, 29th May.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville &amp; Brisbane.

TANGO MARU ..... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ..... Wednesday, 24th July, at 11 a.m.

NEW YORK &amp; HAVANA via Shanghai, Kobe, Yokohama.

Munich, San Francisco, Panama &amp; Colon.

LIMA MARU ..... Friday, 28th May.

SOUTH AMERICAN PORTS via Callao.

KAWACHI MARU ..... Beginning of July.

BOMBAY &amp; COLOMBO via Singapore.

BOMBAY MARU ..... Thursday, 10th June.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

SHANGHAI, KOBE &amp; YOKOHAMA

KAMO MARU ..... Wednesday, 2nd June, at 11 a.m.

AWA MARU ..... Wednesday, 2nd June.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 322 &amp; 323. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Ships	From	Exposed on	With
Tjikini	Moji	20th May	2nd June Java.
Tjilleboet	Moika	20th May	5th June Java.
Tjibodat	Java	8th June	13th June Shanghai.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

**JAVA-PACIFIC LIJN.**

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**O. S. K.****OSAKA SHOSEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAIRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" ..... Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ..... Sunday, 4th July.

BOMBA &amp; COLOMBO—Regular fortnightly service via Singapore

INDUS MARU ..... Wednesday, 2nd June.

"GANGES MARU" ..... Tuesday, 29th June.

SAIGON, BANBOK, &amp; SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ..... Tuesday, 1st June.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ..... Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, MILWAUKEE &amp; ST. PAUL RAILWAY.

"CHICAGO MARU" (Call Manila) Tuesday, 5th June.

"ARABIA MARU" ..... Thursday, 25th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban ports.

"ALASKA MARU" ..... Sunday, 30th May.

"AMAZON MARU" ..... Saturday, 26th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi &amp; Yokohama.

"MADRAS MARU" (Call Kobe &amp; Yokohama) Sat., 29th May.

KEELUNG via SWATOW &amp; AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ..... Sunday, 3rd May.

TAKAO via SWATOW &amp; AMOY.

"SOSHU MARU" ..... Thursday, 3rd June.

"SHISEN MARU" (Takao direct) Monday, 14th June.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

**AUSTRALIAN  
ORIENTAL LINE.**

HONGKONG TO PHILLIPINES &amp; AUSTRALIAN PORTS

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrived Hongkong Leaves Hongkong

from Australia for Australia.

CHANGSHA ..... 17th June. 22nd June.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare.

Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Agents.

Telephone No. 36.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA &amp; STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer. Sailing LONDON &amp; HAMBURG "KATHLANA" Second half July.

For particulars of sailing, shippers are requested to approach the under-signed.

Subject to change without notice.

THE BANK LINE, LTD., or to REISS &amp; CO. Canton.

General Agents.

Telephone No. 36.

Hongkong May 23, 1920.

For Freight or Passage apply to

**COASTAL SHIPPING****INDO CHINA STEAM  
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

TTSIN via W.wei &amp; C'foo Cheongshing Tues., 1st June at d'light.

SHANGHAI via Swatow Hanggang Tues., 1st June at d'light.

HAIPHONG via Hoihow Taksang Tues., 1st June at 8 a.m.

KOBE ..... Namsang Wed., 2nd June at 8 a.m.

SHANGHAI ..... Esang Thur., 3rd June at d'light.

SANDAKAN ..... Hinsang Thur., 3rd June at noon.

STRaits &amp; Calcutta ..... Laisang Thur., 3rd June at 3 p.m.

MANILA ..... Yuensang Fri., 4th June at 3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indument offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kurtai, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

The N. Y. K. s.s. LAISANG will be despatched on or about 3rd June for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS &amp; CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON &amp; CO., LTD.

## TO-DAY'S PICTURES.



MEXICAN TROOPS.

Typical Mexican revolutionary troops at rest by the roadside.



OFF TO FIGHT.

A group of revolutionary troops from Sonora, bound for the State border.



GENERAL OBREGON.

The Mexican Revolutionary leader with his wife and little daughter.



IRISH UNREST.

Above: British troops searching for arms. Below: All that was left of the Irish income tax papers in Dublin after the fire which destroyed the tax collector's office.



SENSATIONAL ACCIDENT.

Photo taken after an express train and a local on the New York Elevated collided, hurling the latter to the street. Authorities marvel at the escape of passengers from instant death.



ULSTER'S APPEAL.

Sandwich man employed by Ulsterites to parade in front of Parliament.

DOINGS OF THE DUFFS



Tom Tried To Be Considerate.

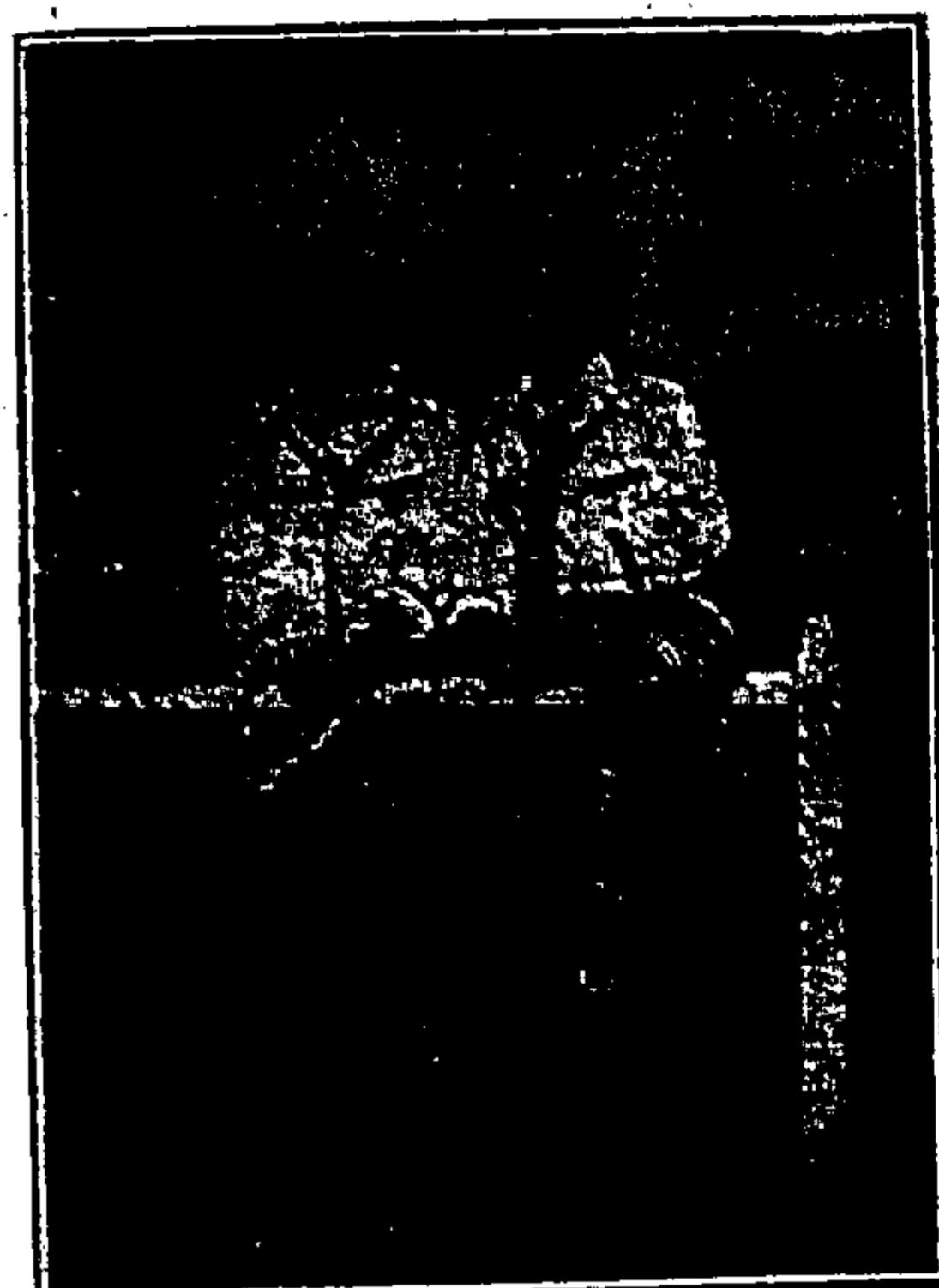


BY ALLMAN

## PICTORIAL SUPPLEMENT.



Photo: Mrs. Chong.  
Hongkong Mixed Doubles Championship Final:  
M. K. Lo and M. W. Lo v. Ng Sze-kwong and A. H. Rumjahn.



M. K. Lo (left) and M. W. Lo (right).  
Hongkong Tennis Doubles Champions.



Photo: Mrs. Chong.  
Group taken at wedding of Mr. J. P. Jones and Miss Goldia Luchung.

Photo: Mrs. Chong.  
Ng Sze-kwong (Hongkong Tennis Champion),  
who meets M. W. Lo next week to decide this Year's Championship.



Photo: Canton Times.  
Mr. Yang Wing-tai,  
the new Civil Governor of Kwangtung.



Photo: Tientsin Press.  
The Hatamen Gate at Peking, which recently collapsed.

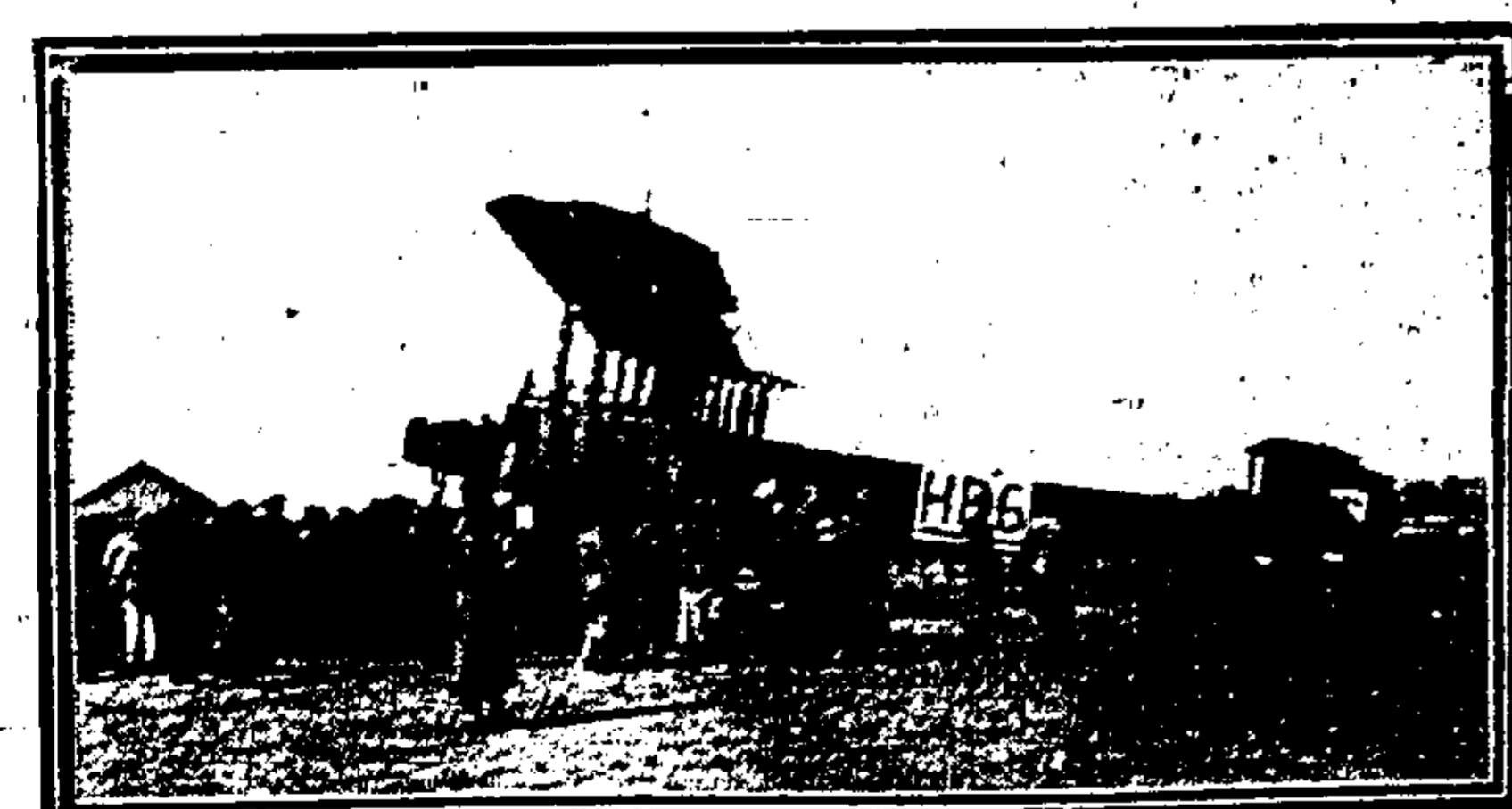


Photo: Tientsin Press.  
A Handley-Page aeroplane in Peking.

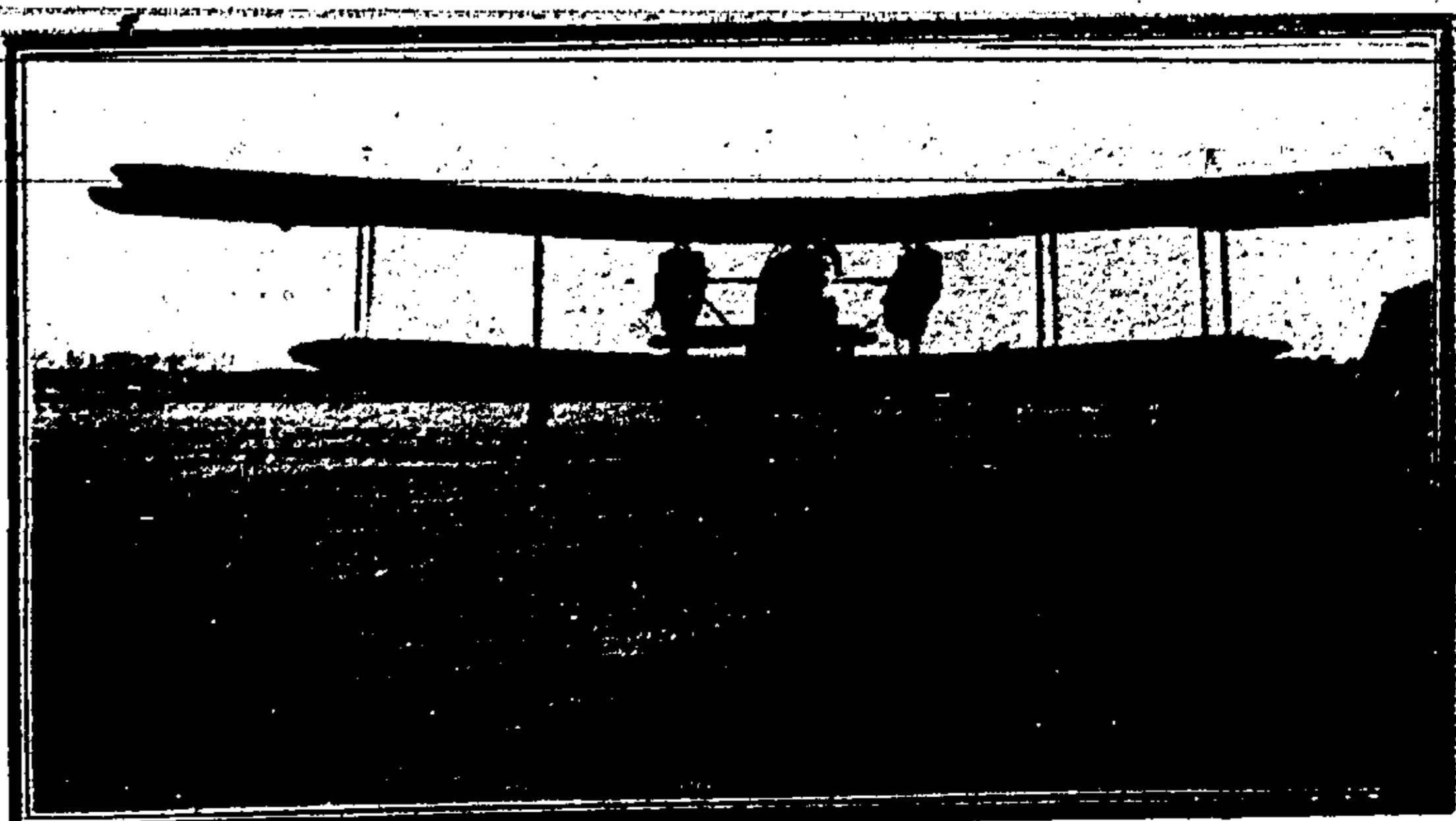


Photo: Tientsin Press.  
A Handley-Page aeroplane returning from a flight at Peking.

**SHIPPING.****AMERICAN EXPRESS COMPANY.****BANKERS AND FORWARDERS.**

ESTABLISHED - 1841.

HEAD OFFICE - 65 BROADWAY, NEW YORK.  
CAPITAL AND SURPLUS - U. S. \$25,000,000.00.

LONDON OFFICES - 84, QUEEN STREET, E. C.

5, Haymarket, S. W.

11, Elbury Street, S. W.

Branches &amp; Agencies - throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

**CHINA MAIL S. S. CO., LTD.****SPECIAL SAILING****S. S. "NILE"**

HONGKONG to SINGAPORE.

The S. S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning or about June 14th.

For full particulars regarding freight or passage apply to

O. H. RITTER,  
Agent.Telephone, Passenger Dept. 1934  
Telephone, Freight Dept. & Agent. 2161.**STRUTHERS & DIXON, INC.**

OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan; Saigon &amp; Hongkong.

Operating the following Far Eastern services in connection with the United States Shipping Board:

**U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.**

For Seattle and Vancouver.

U. S. S. R.

**S.S. "WEST JENA"**

9th June, 1920.

also

Amalgamated with

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,  
NEW YORK.HONGKONG OFFICE: 1st Floor Powell's Building,  
12, Des Voeux Rd. Telephone 3008.**1814 ESTABLISHED 100 YEARS. 1914****JOHN****HADDON**  
AND CO.**Export and Import  
Agents**

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.**JOHN  
HADDON**  
AND CO.Colonial Merchants  
and Produce Agents.

SALISBURY SQUARE, LONDON, E.C.

**NOTICE****Yorkshire  
Insurance Co.  
Limited.****ESTABLISHED 1884**

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TONES & CO.  
AGENTS.**MARTIN'S  
APIOL & STEEL  
PILLS**

French Remedy for all Irritable Troubles of Ladies always keep a box of Martin's Pills in their pocket as they are the best Irritable Remedy in the system. A remedy that may be administered. These also use them recommended by Chemists and Stores sell them throughout the World, post free.

MARTIN'S Chemist, Southampton, Eng.

**MARTIN'S  
APIOL & STEEL  
PILLS****UNCLAIMED TELEGRAMS.**

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD. The following Unclaimed Telegrams are lying here:

Elphinstone Russel Molleroff, from Kobe.  
2553, from Amoy.  
Lautman, Hongkong Hotel, from Kobe.

Quanyeasang, Kwangshincheng, 3rd Floor, Connaught Road from Shanghai.

U.S.S. Helena, from Shanghai.  
Mrs. Woodford, Hongkong Hotel, from Amoy.Fukkai Maru, from Tokio.  
Dohchongpow, Dozung, Rice Co., Third Floor, Chengwai (2), from Shanghai.Burke Ward, Hongkong Hotel, from Tokio.  
Vanhalstyn, Hongkong Hotel, from Tientsin.

Okada-shim, Masuhara Hotel, from Osaka.

Tenglo, No. 9, Engseng Str., from Amoy.

One Passenger, Mishima Maru to N. Y. K. from Kobe.

Aunfupak, from Shanghai.  
Chengchuan, 90, Des Voeux Road W., from Changchowfu.

Curtis, Crailichburn Hotel, from Shanghai.

N. LUND, Art. Superintendent, Hongkong, May 27, 1920.

EASTERN EXTENSION AUSTRALIA &amp; CHINA TELEGRAPH CO. China, from Chicago.

Fidèle, from London.  
Harali Graves, Chief Engineer, to U.S. Consul, s.s. Glymount, from Cambridge Mass.

M. E. F. AIREY, Superintendent, Hongkong, May 27, 1920.

**ANGLO-JAPANESE ALLIANCE****BRITISH DIFFERENCES  
OF OPINION.**

A Peking telegram to the Moizishi says that according to a Chinese news agency, public opinion in England is against the renewal of the Anglo-Japanese Alliance. Particularly is this tendency marked among political parties. The British Government, on the other hand, is persuaded of the necessity of renewing it, after introducing some amendments so as to make its terms more compatible with the existing circumstances. —Mr. Lloyd George, the British Premier, is an influential supporter of this theory, and this view is shared by King George. Several exchanges of views have already taken place between the authorities of the two countries and it is expected that negotiations for the renewal of the compact will formally be entered into before long. In this connection, the Chinese Minister in London, acting under instructions from the Peking Government, has notified the British Government of China's desire that in the revised Alliance such clauses in the past as provide for the preservation of the territorial integrity of China, and for the recognition of equal opportunity in China, should be eliminated on the ground that these stipulations implied an infringement of China's sovereignty.

**BANKS.****THE BANK OF CHINA.**

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$80,000,000.00  
Paid up Capital 12,278,800.00  
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central, Branches and Sub-branches all over

China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

**TSWEE PEI**

Manager.

**THE INDUSTRIAL AND  
COMMERCIAL BANK, LIMITED.**

HEAD OFFICE: 6, Des Voeux Road, Central, Hongkong Branch:—Ewan Concession.

DOMESTIC &amp; FOREIGN BANKING.

**SERVICE PROMPT.**

Current, Savings, and Fixed

Deposits bear Interest at Rates

2%, 4%, 5% respectively.

**J. USING LY.**

Hongkong, 7th July, 1919.

**HOW TO AVOID  
INFANTILE AILMENTS.**

When there are diseases prevalent in the season, it is most dangerous for Infants and so great care must be taken in feeding them with proper food; otherwise they will give Mothers a lot of trouble. To avoid that trouble is to feed them with LACTOGEN which resembles human milk; easily digested and the promoter of healthy appetites. It keeps the Infants thriving and free from all Infantile Ailments.

N. LUND, Art. Superintendent, Hongkong, May 27, 1920.

**KINTO'S LACTOGEN**

A Peking telegram to the Moizishi says that according to a Chinese news agency, public opinion in England is against the renewal of the Anglo-Japanese Alliance. Particularly is this tendency marked among political parties. The British Government, on the other hand, is persuaded of the necessity of renewing it, after introducing some amendments so as to make its terms more compatible with the existing circumstances. —Mr. Lloyd George, the British Premier, is an influential supporter of this theory, and this view is shared by King George. Several exchanges of views have already taken place between the authorities of the two countries and it is expected that negotiations for the renewal of the compact will formally be entered into before long. In this connection, the Chinese Minister in London, acting under instructions from the Peking Government, has notified the British Government of China's desire that in the revised Alliance such clauses in the past as provide for the preservation of the territorial integrity of China, and for the recognition of equal opportunity in China, should be eliminated on the ground that these stipulations implied an infringement of China's sovereignty.

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10.00 a.m. to 11.00 p.m. 15 min.

11.00 a.m. to 12.00 noon. 15 min.

12.00 noon to 1.00 p.m. 15 min.

1.00 p.m. to 2.00 p.m. 15 min.

2.00 p.m. to 3.00 p.m. 15 min.

3.00 p.m. to 4.00 p.m. 15 min.

4.00 p.m. to 5.00 p.m. 15 min.

5.00 p.m. to 6.00 p.m. 15 min.

6.00 p.m. to 7.00 p.m. 15 min.

7.00 p.m. to 8.00 p.m. 15 min.

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